



The China Mail

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No. 15,066

號八月八日一千九百一十一年

HONGKONG, TUESDAY, AUGUST 8, 1911.

日四月大閏年三統會

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A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Act, England. Insurances in Force \$39,571,465.00. Assets 9,872,930.00. Income for Year 3,862,071.00. Insurance Fund 9,520,050.00.

LEFFERTS KNX, Esq., Hongkong.
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T. F. Hough, Esq.—C. J. Leffert, Esq.

Hongkong, July 22, 1911.

1424

PANIC IN CANTON.

It was well known that there were rumours abroad everywhere that on the eighth day of the month, the reformers were going to make another attempt to take the city of Canton, and if opposed, massacre the officials. The people of the city were, therefore, greatly excited on that day. To make matters worse, towards evening there was the appearance of a coming storm. As the Chinese put it, "Black clouds rose from the four quarters of the heavens and filled the sky, so that there was an almost supernatural darkness." Then the rain fell in torrents, and there was no electric light in the city. The shopkeepers hastened to put up their shutters and the place was almost deserted. But the real panic happened somewhat earlier in the day.

It appears from the report before us, that a scavenger had been ordered to enter one of the drains of the city and when he had finished his work, he emerged from the dark hole. Some people, who did not know what he had been doing, saw him emerging, and immediately raised the cry that the revolutionists were entering the city through the drains. This cry was taken up by those near by, and the rumour went through street after street. So terrifying was it, that several companies of soldiers were marched forth to the place from which the rebels were said to be emerging. Of course, when they reached the place there was nothing to be seen. Then there was naturally more clamour, and the soldiers displayed considerable rage because they had been fooled out on such a wild-goose chase.

The whole episode shows that the nerves of the Cantonese are just now somewhat highly strung, and there is little wonder that they are leaving Canton in such numbers, and seeking the quiet of Hongkong, where at least they are free from these alarming rumours. It would be as well for the Government to seek to calm the nerves of the people before they take any further steps for the safety of the city.

It sounds very astounding, says the *L. and C. Express*, when the statement is made, but the fact appears to be correct, that the value of the imports of rubber into Great Britain last year amounted to £26,000,000, or one-tenth part of the total value of the country's imports of raw materials other than food, drink or tobacco.

Major-General Boardwood has just returned from his command of the troops in South China. It will be interesting, says the *World*, to see how his services will be utilized. He made a most capable commander of the Egyptian Army, did well in South Africa, and ought to be given a Cavalry command. Security, however, is against him.

Business Notices.

W. S. BAILEY & Co., Ltd.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.
ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

**THE NESTLE & ANGLO-SWISS
CONDENSED**

MILK CO.

CHAM (Switzerland)

MILKMAID

BRAND

Full Cream Milk.

**LARGEST SALE
IN THE
WORLD.**

As a guarantee of Quality.
SEE THE
Milkmaid
ON EVERY TIN.

Hongkong, December 1, 1911.

**CANTON, MACAO AND
WEST RIVER
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HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).

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The a.m. *SUI TAI* leaving on Sundays at 12.30 P.M. connects with the excursion steamer returning from Macao at 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS Opposite Hongkong Hotel.

Hongkong, May 4, 1911.

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NO. 2, Queen's Road Central.**

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position.

Large and airy rooms. Luxuriously furnished. Electric Light and Fans throughout.

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CUISINE UNDER EUROPEAN SUPERVISION:

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CHARGES MODERATE.

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Hongkong, November 10, 1909.

1374

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MOST DELICIOUS
FLAVOUR.**

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CADBURY'S

FROM THE FINEST COCOA

CADBURY BOURNVILLE ENG.

Hongkong, Dec. 10, 1907.

THE CHINA MAIL

Typhoon Map.

Price 20 cents.

Business Notices.

THE PERFECT LUBRICANT.

Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, in

the main construction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.

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BEST SHEFFIELD ELECTRO PLATE

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A LARGE SELECTION OF USEFUL PRESENTS ALWAYS IN STOCK.

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VICTORIA DISPENSARY

(OPPOSITE THE CLOCK TOWER).

Dispensing and Family Chemists.

IMPORTERS OF

PROPRIETARY MEDICINES,

Toilet Articles, Perfumery, Soaps,

Cigars, Cigarettes, Tobaccos.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE,

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS

J. H. TAGGART, Manager.

PEAK HOTEL.

ADmirably situated at VICTORIA GAP,

Adjacent the Tram Terminus, 3,400 feet above Sea Level.

PLAN to the South-West in Summer and protected from the North-east in Winter.

Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

TERMS—From \$5 per day Max. Telegraph Add: "Peaceful."

Town Office. 4, DES VŒUX ROAD.

Hongkong February 8, 1903.

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How to Speak Effectively, on the

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G. FALCONER & Co.LIMITED,
WATCH-MAKERS AND JEWELLERS.
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NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER, & Co., ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
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SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1911. 1788

CAMERAS FOR HIRE.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTATE, YO-
SHINTANI, HOJO, KANADA,
NAMAKUTA, SAYO, SHINJEW
and KAMIVAMADA Collieries.SOLE AGENTS FOR KISHIDAKE
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Code—A1, ABC 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Gearing &
Co.MANILA: Messrs Macdonray &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pader Street,
Hongkong.

Hongkong, April 29, 1911. 818

HONGKONG AND SOUTH CHINA
STEAM FISHERIES CO. LTD.NOTICE IS HEREBY GIVEN that the
ORDINARY GENERAL MEETING
of Shareholders will be held at the Offices
of the General Manager on the 9th day of
August, 1911, at 12 o'clock Noon, for the
purpose of considering the Report and
Accounts to 30th June, 1911, and to
transact any business that may be trans-
acted at an Ordinary General Meeting.NOTICE is given that the TRANSFER
BOOKS of the Company will be CLOSED
from 1st to 9th August, 1911, both days
inclusive.BRADLEY & CO.,
General Managers.
Hongkong, July 28, 1911. 967HONGKONG AND SHANGHAI
BANKING CORPORATION.NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS is
to be held at the CITY
HALL, Hongkong, on SATURDAY, the
10th day of August, 1911, at Noon, for
the purpose of receiving the Report of the
Court of Directors together with a State-
ment of Accounts to 30th June, 1911.The REGISTER of SHARES of the
Corporation will be CLOSED from MON-
DAY, the 7th August, to SATURDAY,
the 19th August, 1911, (both days inclu-
sive) during which period no transfer of
Shares can be registered.By Order of the Court of Directors.
N. J. STABB,
Chief Manager.
Hongkong, August 2, 1911. 987

OVER THE TELEPHONE.

There were several other transactions,
and plaintiff on April 14 had a conversation
with Mr. Johnson over the telephone.Plaintiff asked him for a prospectus, but
Mr. Johnson said he had not one; the com-
pany was the Filosa Rubber Company."Is it all right?" said plaintiff, to which
Mr. Johnson replied, "We are bringing it
out." The plaintiff said, "Well, your name
is good enough for me. Is it possible for
me to get any shares?" Mr. Johnsonreplied that he could, and agreed to sell
him 5,000 shares at a premium of 1s. 3d.,
at which they were then selling. A little
later plaintiff obtained another thousand,
the premium then being 1s. 6d.The whole suggestion in the proceedings
was that defendants, the respected and
great rubber firm, were bringing out a
rubber company, which no one but rubber
people would take an interest in. Thedefendants knew that any rubber company
which bore their name, of which they were
the underwriters or promoters brought out
at this time would sell its shares like wildfire. These people in Liverpool who were
taking the shares were not subscribing on
the prospectus, because it was not forth-
coming at this moment, but on the name of
the firm, and the assurances given by Mr.
Johnson that it was a rubber company.The prospectus first appeared in the
newspapers on April 23, with a heading of
a very curious character: "For public in-
formation only, and not to be construed as
an invitation to subscribe." In it was
stated that the property comprised 24,000
acres, bounded on three sides by a deep
navigable river. Four hundred acres were
under cultivation, on which 15,000 trees
were twelve years old.Just imagine, added Mr. Smith, how the
mouths of the investors would water at that!The annual estimated yield was
15,000lb in 1910, rising to 420,000lb in 1915.It was a dazzling prospect, and particular-
ly so given of other products. Bananas
would also be given to other products. Bananas
would be planted on 2,500 acres, and the profits
from rubber and bananas would be in 1910-11 £31,000, equal to 28
per cent on the capital, in 1911-12 £27,000,
in 1912-13 £42,000, in 1913-14 £45,000,
in 1914-15 £55,000, and in 1915-16 £21,000.The last was equal to 27 per cent. Any-
thing could have happened under the
auspices of this company introduced to the
sophomore-minded merchants of Liverpool.

(Laughter.)

Rubber dominated the prospectus, but
in the Memorandum of Association the
objects of the company were

to cultivate, grow, cure, prepare for

market, manufacture, sell, and deal in

rubber, tea, coffee, tobacco, cocoanuts,

sugar, coco, spices, opium, wines, rice,

cereals, cotton, fine grain, coconut flour,

fruit, copra, silk, pepper, ginger, lime,

and artificial manures.

"Odd enough, there was no reference to

that refreshing food the banana."

(Concluded on Page 5.)

RUBBER OR BANANAS?

Action Against "Largest
Dealers in the World."A sequel to the purchase of shares in a
company floated during the rubber boom
was heard on July 13 at Liverpool Assizes,
when, before Mr. Justice Lush, damages
for alleged false and fraudulent representation
and alternatively for breach of war-
ranty, were claimed from Messrs. Heubut,
Symons and Co., of London and Liverpool,
by Mr. Ernest Edward Buckleton, of
Liverpool.The case was followed with much
interest by Liverpool business men, and
that the details were complicated may be
gathered from the fact that Mr. F. E.
Smith occupied two hours in opening the
case for the plaintiff.Mr. Buckleton, said counsel, was a well-
known Liverpool citizen, who, after coming
from New York, established at Liverpool
a rubber regeneration works under the
name of the North Western Rubber Com-
pany, Ltd., of the United States of
America. The defendants were rubber
merchants at Fenchurch-street, London,
and had a branch at Chapel-street, Liver-
pool; their concern being a very large one.
There had been a great deal of investment
in rubber in the past few months through
its appreciation in value, and the charge
which was made in this case was a serious
one. The present action was in the nature
of a test action.During the boom hundreds of companies
were floated, and a large number of rotten
and wholly unsatisfactory companies ap-
pealed to a public which was not acting
with the care and experience of the mer-
chants and brokers who were in the trade.
The latter knew that rubber trees took five
years to mature, and that any new company
which proposed to plant new trees
must look forward to five sterile years.The name of defendants at that time was
reputed as a guarantee that an estate
which they took up and recommended to
the public as a rubber investment provided
no point of resemblance with any of these
unsatisfactory companies he had spoken of.
The particular company which they did
take up was the Filosa Rubber and Pro-
ducts Estate, Limited, for which they were
not only underwriters, but for which they
authorized their head agent in Liverpool,
Mr. Johnson, to act. This company was to
own 24,000 acres in Mexico.The first acquainted Mr. Johnson of the
situation of the company, but he seemed to
have had only a cursory glance over the
prospectus. Before the prospectus was
issued to the public, the firm authorized
him to dispose of a certain number of the
1,200,000 two shilling shares which were to
be issued. Mr. Johnson disposed of the
shares rapidly among his business friends,
one of his letters showing that Mr. Philip
Barry, of Manchester, and Mr. Henderson,
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GENERAL AUCTIONEERS
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SHIP, COAL AND GENERAL BROKERS.
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"Woo-Kwai-Wan" Coal Storage.
A.B.C. 4TH & 5TH EDITIONS:
A.I. TELEGRAPHIC CODE.
Télégraph Address
"MINIMON", HONGKONG.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, for account of the concerned.

WEDNESDAY,
the 8th August, 1911, at 11 A.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street.—
A Number of pairs of
Gant's Boots and Shoes.
A quantity of Toilet Soap.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 7, 1911. 1001

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, for account of the concerned.

FRIDAY,
the 11th August, 1911, at 2.30 P.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street.—
SUNDAY HOUSEHOLD IRISH LINENS, LADIES' UNDERWEAR, ETC.

Comprising:—
Damask Table Cloths and Serviettes, Pillow Cases, Bed Sheets, Hand-embroidered Bedspreads, Turkish Towels, Bath Towels, Linen Curtains, Ladies' and Gent's Handkerchiefs, Bed Valances, Showerproof, Duchesse Sets, Camisoles, Knickers White Underskirts and Nightdresses, Bed Quilts; Also
E.P. Entree Dishes, Steel Trunks, Table Glass Ware, Table Plate and Cutlery, Toilet Sets, &c., &c., &c.
And
Silver Stop Watch, Repeater Watch, One Telescopio, One Watch by W. Ehrhart, Chronometer maker to the Admiralty.
(All New Goods).
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 7, 1911. 1002

CHEN KWONG & CO., LTD.
GENERAL IMPORT & EXPORT.

CANTON'S LARGE WHOLESALE & RETAIL STORE:

FURNITURE, Draperies, Groceries, Boot and Shoes, Makers of Jewellery, Lacquers, Crockery Ware, Ironmongery, Wine and Spirits, Foreign Clothes for gentlemen made to order by our own tailors. Large assortment of Chinese Silks and Foreign Goods of every description. All goods sold at reasonable Prices. The Cheapest and Best place in Canton to buy Chinese and Foreign Goods. SUP PAT POO STREET, CANTON.

Canton, August 1, 1911. 879

SWATOW WARRONG & CO.,
12, QUEEN'S ROAD CENTRAL,
HONGKONG.

MANUFACTURERS OF
Swatow Hand-made Drawn Work
and Canton Embroidery, etc.
GENERAL EXPORTERS.
WHOLESALE & RETAIL
LADIES' TAILORS.

LAU PING KEE CO.
CIGARS, CIGARETTES, TOBACCO.
USED POSTAGE STAMPS AND
PICTORIAL POST CARDS.

KWONG CHEONG.
GOLD AND MONEY CHANGER.
No. 13, Queen's Road Central,
HONGKONG.
Hongkong, May 27, 1911. 713

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongery, Pig Iron and Foundry Castings, General Stores, Hardware and Ship Chandlery. Nos. 23 and 25, Queen's Road Central, 2nd Street, west of Central Market. Telephone No. 516.
Hongkong, September 4, 1909. 1124

Intimations.

A Clergyman



Nervous Collapse, Brain Fag, Neuralgia—

For getting things done, making things go, the invigorating stimulus of Phosferine cannot be equalled, says the Rev. A. H. Field. Fully aware that as a clergyman he is bound to make sure of the accuracy of his estimation of Phosferine, this gentleman states that, distinct from other cases, he has verified and tested the efficacy of the tonic himself. It was Phosferine, and Phosferine alone, he says, which raised him from the nervous collapse, remedied the brain-fag and neuralgia which held down his efforts and arrested his plans over a lengthy period. Since taking Phosferine he is entirely free from nervous distresses, and can put his whole heart and energies into his work, and indeed, such is his activity that he has raised many helpers to his cause. Experience has taught the Rev. A. H. Field that numbers of people do not realise their languor and half-hearted efforts are due to lack of nerve force, and he believes they will quickly appreciate the efficacy of Phosferine by learning of his own recovery.

Have No Existence Now.

Rev. A. H. Field, 336, Brettesham Road, Walthamstow, writes: "It gives me much pleasure to testify to the beneficial effects of Phosferine in many cases of nervous disorder, where I have advised the use of your tonic. Some four years ago I myself had a nervous breakdown, and a friend advised Phosferine. I took his advice, and I speedily found that I had acted wisely, for the neuralgic pains and the mental weariness soon took flight, and I was thoroughly braced up. Recently some members of my church, at my suggestion, tried the remedy, and were quite satisfied with the beneficial results. I have advised its use now for nearly four years, and in no case has it yet proved a failure. When one thinks of the great number of so-called nerve remedies, it is satisfactory to find at least one upon which reliance can be placed. I wish your Phosferine every success. When preaching away, I have noticed Phosferine finds a place in the village homes."

PHOSFERINE
THE GREATEST OF ALL TONICS.

A PROVEN REMEDY FOR

Neuritis	Neuritis	Neuritis	Neuritis
Inflammation	Muscular Weakness	Fatigue	Strengthening
Indigestion	Fracture Decay	Fatigue	Neuritis
Spasmodism	Mental Exhaustion	Brain-Fag	Headache

And all disorders consequent upon a reduced state of the nervous system.

The Remedy of Kings

Phosferine has been supplied by Royal Commands to the Royal Family, H.M. the Empress of Russia, H.M. the Queen of Yugoslavia, H.M. the King of Spain, H.M. the Dowager Empress of Russia and the Principal Royalty and Aristocracy throughout the World. Proprietors: Ashton & Parsons, Ltd., 1a, Regent Street, London, England. Price in Great Britain, bottles, 1/2d, 2/6 and 4d. Sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 1/2d size.

THE CHINESE ENGINEERING AND MINING CO., LTD.

KAIPING COAL

Now well-known throughout the East for STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS, AND HOUSEHOLD PURPOSES.

Ships' Bunkers supplied at short notice.

KAIPING COKE

Competes with the best quality English Cokes for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE

Square, Arch and Cylindrical
Brick Seats, Block, Fire Covers, Ground Fireclay, Stoneware
Glazed Pipes, Glazed Tiles, Foundation Bricks (Non-absorbent).
Building Bricks (Extra Strong).

OFFICES: 16, ALEXANDRA BUILDINGS, HONGKONG

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

"Want" Advertisements

PREPAID

1/- per inch..... 3 insertions.

2/- " One week.

FOR RENT.

PREMISES on the British Concession,
SHAMSEEN, CANTON, suitable for
Godown, and/or living quarters.
Repairs and alterations will be made to
suit tenant.

Apply to
CHINA BAPTIST PUBLICATION
SOCIETY, CANTON.
Canton, June 14, 1911. 757

TO LET.

LARGE, airy, front BED-SHIFTING
ROOM in Villa close to sea in Kowloon. Spacious veranda; Dressing-room
and Bathroom attached. Furnished for
TWO GENTLEMEN. Tennis lawn;
electric light and bells. Terms, \$80 per
month each. Further particulars from
HOMELEY,
c/o "CHINA MAIL" Office.
Hongkong, July 13, 1911. 903

FOR SALE.

ONE FULL SIZE

Burroughs and Watts

BILLIARD TABLE

WITH ACCESSORIES.

Apply to

GEO. P. LAMMERT.

Hongkong, June 7, 1911. 724

MILNERS'

SAFES

AS SUPPLIED TO THE

PRINCIPAL BANKS

AND

BUSINESS HOUSES.

GEO. P. LAMMERT,
Agent.

Hongkong, May 20, 1911. 620

THE NORTH POLE

WAS FOUND BY COOK

And we have found a way for
you to have a cool and
pleasant afternoon.

That is by calling up 482 and
letting us send you one of
our Motor Cars.

Then go along the Beach, and
over the Hills and get the Sea
and Mountain air.

PHONE 482.

C. LAURITSEN,
Managing Proprietor.

Dragon Cycle Depot.

63, Des Voeux Road Central,
Hongkong, January 18, 1911. 23

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON,
SHANGHAI AND
HANKOW.

ON WO & CO., LTD.

GOLD & SILVER JEWELLERY

MADE TO ORDER.

SILK Goods, Chinese Embroidery and

China Cloth, Silk and Linen

Dress Pieces, Ivory and

Jadestones Curios.

7, QUEEN'S ROAD CENTRAL,
Hongkong, January 18, 1911. 98

Intimations

SHIPOWNERS' COMPOSITIONS,
GREYHOUND BRAND
ANTIFOULING PAINTS.

SOLE AGENTS:

OWEN B. WILKS & Co.

No. 14, 2nd Floor, ALEXANDRA BUILDINGS.

PHONE 195. Teleg.: WANDEROOS.

G. P. SPECIAL ANTIFOULING FOR YACHTS.

Hongkong, July 1, 1911.

ASTOR HOUSE HOTEL
(AT 2 CONNAUGHT HOTEL),
QUEEN'S ROAD CENTRAL

ENTIRELY altered, up-to-date Hotel. Recently renovated and under charge of
New Management, large and comfortable rooms. Excellent Cuisine under the
supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER,
G. GAMEAU Proprietor,
R. BLUMENTHAL Manager:
Hongkong, October 3, 1908

Weismann, Limited.

Bakers, Confectioners, Caterers,
Restauranteurs.

14, DES VOEUX ROAD CENTRAL.

Hongkong, July 20, 1910.

MARINE-MOTOR
CRUDE OIL ENGINES.BOLINDER'S DIRECT REVERSIBLE CRUDE OIL
ENGINES.

MOST EFFICIENT AND ECONOMICAL FORM OF MARINE PROPULSION.
A sea voyage of 22 days, without once stopping the engine, has been made by
the "Crudeole" fitted with a BOLINDER direct reversible engine.

POWERS FROM 5 H.P.—500 H.P.

FUEL CONSUMPTION 1/4 to 1/2 lb. per H.P. Hour.

FAY & BOWEN Kerosine engines and lighting sets.

FERRO Gasoline (Petrol) engines for pleasure and speed craft.

ALL TYPES OF MOTOR CRAFT DESIGNED AND BUILT.
ESTIMATES FREE.

ULDERUP & SCHLÜTER,
Office: 21, Connaught Road.

Hongkong, June 13, 1911.

DEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.15 p.m. Every 10 minutes.

NIGHT CARE.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
8.10 p.m. to 9.30 p.m. Every

TYphoon Signals.
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, and Green Island signal mast.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A DRUM indicates a Typhoon to the East of the Colony.

A CONE points downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE points downwards indicates a Typhoon to the South of the Colony.

A CONE points downwards and BALL below indicates a Typhoon to the South-West of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H. M. S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bomb, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cape Rock, Aberdeen.

Waglan, San Ki Wan.

Stanley, Sai Kung.

Cape Collinson, Sha Tau Po.

Tai P.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given Ocean Vessels, on demand, by signal, from the light house.

F. G. F. Director.

Hotels
THE
STATION HOTEL,
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.

PRIVATE DINING ROOM.

EXCELLENT CUISINE.

TEL. NO. K120. Tel. Address "TEAROOM".

For Particulars apply to
THE MANAGER.
Hongkong, March 1, 1911. 1383

VICTORIA HOUSE
10, QUEEN'S ROAD CENTRAL.

THE CHEAPEST AND THE
BEST ACCOMMODATED
BOARDING HOUSE
IN THE CENTRAL LOCALITY.

A. WOHLTERS,
The Manageress.
Hongkong, October 13, 1910. 1383

VICTORIA HOTEL
LATE
NEW AMOY HOTEL,
KULANGSU.

UNDER NEW MANAGEMENT.
Good Food, Clean Rooms, each with
Separate Bathroom.

REASONABLE CHARGES.
Two minutes walk from the principal landing place.

BAR, BILLIARDS AND BOWLING
ALLEY.

Chas. A. Mutton
Proprietor.
Hongkong, January 3, 1911.

KING EDWARD HOTEL

A HIGH-CLASS HOTEL.

ADIES AFTERNOON TEA ROOMS

PRIVATE BAR AND BILLIARD ROOMS,
Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

TABLE D'HOTEL AT SEPARATE TABLES

Tele. Address: "VICTORIA", Hongkong.

For Terms, etc., apply to the
MANAGER.

Hongkong, October 2, 1908. 1382

MISSIONARY CENTENARY.

To commemorate 100 years of foreign

missionary work it was proposed at the

Wesleyan Conference at Cardiff on July 14

to raise a centenary thanksgiving of not

less than 250,000 guineas collected in 100

pennies in 100 weeks from members.

At the annual conference of the United

Methodist Church at Manchester it was

proposed concerning the Foreign Missionary

Fund that there was an overplus of over

£11,800, and that the normal expenditure

exceeded the income by £5,000. Mr W. H.

Butler, the missionary treasurer, said it

would be necessary to call upon the con-

gregations for the money or call the mis-

sonaries home. An appeal from the mis-

sonaries brought a large number of promises

of subscriptions.

Says Truth:—If the Calcutta Turf

Club is the respectable institution it is said

to be, it can hardly relish the notoriety it

has acquired in connection with its Derby

wagers. The pretence that it is a

club awakesports in the ordinary sense of

the term is, of course, an absurdity.

It is said that tickets are only sold to mem-

bers, but some of the members evidently act as

agents for advertising touts, who dispose

of the tickets to all and sundry in this

country, as well as in India. Presumably

the members in question take some share

of the profit, which the touts add to the

fixed price of the tickets. The business

may be legal in India, but here it is a

violation of the Lotteries Act, with which

it will be necessary for the police to deal.

A Vienna wire of the 14th ult.—an-

nunciation was caused here to-day by the

announcement of the engagement of the

Archduke Charles Francis Joseph, the

Emperor's eldest great-nephew, to Princess

Zita of Parma-Bourbon, the thirteenth

child of the late Duke Robert of Parma.

The betrothal took place quietly in the

Palma Villa, Viareggio yesterday, before the

Archduke's departure to attend the

Coronation in London, only his mother, the

Archduchess Maria Josefa, being present

besides the Archduke and the members of

the Parma family. The Press receives the

name of the future Empress with satis-

faction. The betrothal is understood to

have been approved by the Emperor, who

left the Archduke a free choice.

The Princess Zita is but little known in Vienna,

the numerous Parma family having lived

during the summer at Schwarzen, near

Vienna.

Further details can always be given

Ocean Vessels, on demand, by signal, from

the light house.

F. G. F. Director.

FOR THE HOT SEASON!!!

If you like a cold drink go and get an

ICE
BOX

A NEW LOT
HAS JUST ARRIVED.

ALL SIZES TO BE HAD AT
REASONABLE PRICES.

F. BLACKHEAD & CO.

1383

A RUBBER ROMANCE.

How The Forests Were Founded
in Ceylon.

Thirty-five years ago there were planted in Ceylon, Malaya, and other places in the East, the first rubber seeds from which have sprung the forests and the consequent great industry which is now responsible for the employment of £50,000,000 capital in the East. There is something of a romantic history attached to the foundation of this industry, the original seeds having been obtained from Para by Mr H. A. Wickham, who was commissioned by the India Office, in adventurous circumstances. He went to the Tapopas plateau on the Amazon, a remote locality, chartered a steamship which happened to be there, hastily collected with the assistance of Indians, some seeds, and got them to the coast.

There were 70,000 seeds packed in crates, and it appears that had the Brazilian authorities known the nature of the contents they would have confiscated them. As the seeds would not have survived the journey direct to Ceylon, they were taken to London and planted the moment of arrival, at night, in Kew Gardens. Of the 7,000 plants that grew, 1,700 were sent in miniature hot houses to Ceylon, where they were replanted, and in time gave seeds of their own. Thus were the rubber forests established.

At a banquet given in connection with the International Rubber Exhibition, advantage was taken of the occasion to present, on behalf of the Middle Eastern rubber industry, a cheque for £1,000 and the certificates for an annuity to Mr H. A. Wickham in respect of his achievement.

At the annual conference of the United Methodist Church at Manchester it was proposed concerning the Foreign Missionary Fund that there was an overplus of over £11,800, and that the normal expenditure exceeded the income by £5,000. Mr W. H. Butler, the missionary treasurer, said it would be necessary to call upon the congregations for the money or call the missionaries home. An appeal from the missionaries brought a large number of promises of subscriptions.

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The Princess Zita is but little known in Vienna,

The most refreshing Perfume for the hot season

SWEET LAVENDER!

Watson's Specialities:-

Ye Old English Lavender Water

A DELIGHTFUL PERFUME.

Lavender Talcum Powder

PURE, REFRESHING, LUXURIOUS FOR TOILET AND NURSERY.

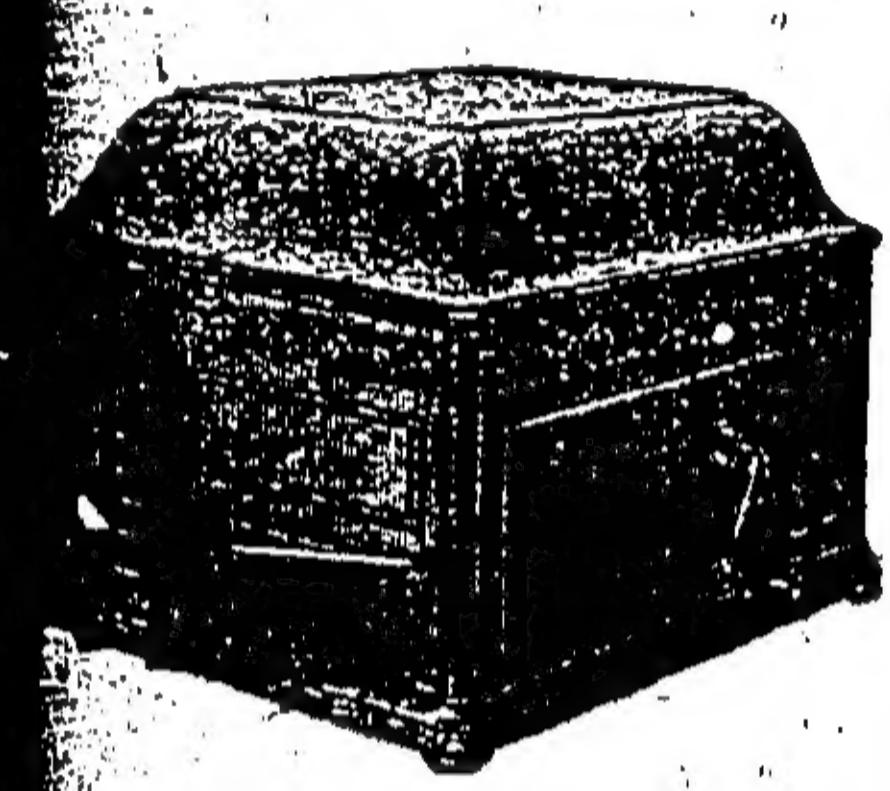
Ye Old Mitcham Lavender Soap

SUPERFINE QUALITY. AN IDEAL SOAP FOR SENSITIVE SKINS.

A. S. Watson & Co., Ltd.,
CHEMISTS BY APPOINTMENT TO H.E. THE GOVERNOR

The
New
Hornless

VICTROLA X



Price \$175.

A PERFECT MUSICAL INSTRUMENT.

S. MOUTRIE & Co., Ltd.

SOLE DISTRIBUTORS.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED,

CHILDREN'S DEPARTMENT.

THE NEW

BONNIE,

Straw Hats

FOR

Boys and Girls.

\$1.50, \$2.50, \$3.50.

A VERY PRETTY DESIGN.

Wm. Powell, Ltd.

VICTORIA THEATRE

DES VIEUX ROAD CENTRAL

2 P.M. to 8.45 P.M. AND

9.15 P.M. to 11.15 P.M.

THE FINEST and COOLEST

HALL in the COLONY.

RETURN VISIT

of the celebrated

DONNELLY TROUPE

UNPARALLELED SUCCESS.

Look out for the Great Artists

LINDA DAVIES

COMING SOON.

is built, and then pulled to pieces again. One is constrained to ask if the work of native contractors engaged to erect Government buildings is not subject to constant inspection by the P. W. D. officials. It so, surely the use of "decidedly inferior" concrete could have been detected long before the roof was completed. We believe this "discovery" was mentioned quite half a year ago in the Legislative Council, when it was stated that it had occasioned a delay of about two months. We are now wondering if the roof has yet been finally completed and, if so, when the Market will be ready for completion. On neither of these points do we find any information in the report of the DIRECTOR OF PUBLIC WORKS. But perhaps in view of the falsification of his past hopes in connection with the Law Courts and the Post Office, the Hon. Mr. CHATHAM has decided to henceforth refrain from speculations into the future where Government buildings are concerned. Be that as it may, it is high time the contractor was spurred on a little and the public provided with a convenience of which it stands bodily in need.

MEMOS FOR TO-MORROW.

MON.—Ordinary General Meeting of Hongkong & South China Steam Fisheries Co., Ltd.

5.30 p.m.—Annual General Meeting of the Victoria Recreation Club.

NEWS OF THE DAY.

THURSDAY, August 10.—

10.55 a.m.—Full Moon.

2.30 p.m.—Legislative Council Meeting.

SATURDAY, August 12.—

12.30 p.m.—Hongkong Hotel Co. Half-Yearly Meeting.

FRIDAY, August 13.—

Emperor of Austria's Birthday (1830).

10 a.m.—Sessions commence.

The China Mail

HONGKONG, TUESDAY, AUGUST 6, 1911.

KOWLOON MARKET.

THE Law Courts and the Post Office scandals are thread-bare subjects which the public has now grown tired of discussing. But there is another cause of reproach which, if it has looked less conspicuously in the public eye, is bidding fair to become almost as notorious as these others. We refer to the new market in course of construction adjacent to the Water Police Station at Kowloon. This building, which is estimated to cost a sum of \$86,000, has been in process of erection for a longer period of time than we care to contemplate. Month after month residents of Kowloon have been yearly waiting for some indication of the likely date of its opening, and although from outward appearances the structure seems to be well-nigh completed, no-one appears to have any idea as to when it will be open for use. With the European population of the peninsula steadily growing in size, the need of such a market is becoming increasingly felt, especially in such times as last week, when the obtaining of supplies of meat and vegetables from Hongkong was quite impossible owing to the isolation in which Kowloon found itself. Yet the authorities appear to be absolutely unconcerned in the matter, so the raising of the building has been bungled pretty much as the erection of most Government structures in Hongkong have been.

First there was a delay in the arrival from Home of certain iron-work, which hung up operations for a considerable time. Then for a time seemingly all went along smoothly, for the report of the Director of Public Works for 1910 states that "the entire building was nearly completed by the close of the year." Then comes a most illuminating paragraph:—"It transpired, however, upon the removal of the casing for the construction of the concrete roof, that much of the material which had been used was of a decidedly inferior quality to that specified and it was considered necessary to call upon the contractor to remove it entirely and reconstruct the roof. The necessary work had not been begun at the end of the year." This certainly provides a most interesting side-light on how public works are carried out in the Colony. A whole roof

The police found a Chinaman in Queen's Road in a very sick state. He was removed to hospital, but died before reaching the institution.

Governor-General Oshima has been ordered by the Emperor of Japan to go on a tour to Europe and America for the inspection of the military systems of these countries.

A Chinese female passenger on the steamer Haiching reports that while she was standing on the deck some person picked her pocket and stole a purse containing \$134 in money.

Messrs. A. S. Watson & Co. have removed their Aerated Water Factory to North Point. A Central Depot has been opened in Connaught Road Central, opposite the stone wharf.

The master of the licensed steam launch, Tak Lee was fined \$15 by Commissioner C. W. Beckwith, R.N., at the Marine Court this morning, for disobeying the orders of the Harbour Master.

Last night a large congregation assembled at St. John's Cathedral for the organ recital given by Mr. Denman Fuller.

Pressure on our space compels us to hold the notice over until to-morrow.

Owing to the Empress of China not being available to take mails for Canada, etc., on her due date under contract, viz.

at 6 p.m. on Saturday the 12th inst., these mails will in consequence be forwarded on the previous day by P.M.S. Kowloon and will be closed at this office at the time indicated for that ship.

The recent typhoon gave Macaoites a pretty anxious time. On Friday evening last the barometer dropped to 29.40 and the wind blew furiously all night. On Saturday afternoon the wind was even stronger. Two Chinese tempests collapsed, but no other damage has yet been reported.

A report has been made to the police by a Chinese contractor residing in Ship Street, who says that he was approached by who wanted an estimate for effecting sundry repairs in a kitchen and was invited to inspect the premises which were in Canton Road, Kowloon. No sooner was he in the house than three men entered, bound and gagged him and demanded a sum of money and jewellery to the value of \$120.

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[COPYSRIGHT.]
CENSURING THE
GOVERNMENT.

MR BALFOUR'S INDICTMENT.

Premier's Notable Reply.

(Reuter's Service to the *China Mail*.)

LONDON, August 7.

Although the result is a foregone conclusion, interest momentarily centres on the debate on Mr. Balfour's motion in which he is to censure the Government.

No official amendment is forthcoming, but the Government will probably support the amendment of Mr. Crawshay Williams (Liberal member for Leicester), declaring that the advice of His Majesty's Ministers was the most proper and most practical method whereby the determination of the people can be enabled to prevail against the obstinate opposition of an unrepresentative second chamber. All parties have issued urgent whips.

A SIGNIFICANT VISIT.

LONDON. Lord Knollys, Private Secretary to H. M. the King, called on Mr. Asquith before the latter went to the House of Commons.

THE DEBATE.

Mr. Balfour, in the course of his speech in the House of Commons, affirmed that the Ministers had abused their powers and had put themselves above the Constitution for party purposes in order to prevent the country from pronouncing upon Home Rule. He thought Ministers should be especially careful in advising a new Sovereign whom, however, they had placed in a cruel position. He believed the advice to the King was given eight months ago.

LATER.

The debate was continued in good-natured fashion, the Liberals chafing at the "No Surrender" section and ridiculing the idea of a Revolution.

Mr. F. E. Smith contended that Mr. Asquith gave the advice he did to the King because Mr. Redmond ordered it. He urged the Unionist party not to submit to a campaign of bluff.

MR ASQUITH'S REPLY.

Verbatim Report of Speech.

LATER.

Mr. Asquith replied to the debate in the following terms:—Though there was no excessive kindness in the tone of Mr. Balfour's speech, my first duty is to tender him on behalf of the Government and its supporters our most grateful acknowledgments. This opportune motion is the very thing we wanted, for on the one hand it gives the representatives of the Government an opportunity, such as no discussion upon the Lords' amendments could afford, to state to the country with clearness and emphasis whether that advice truly reflects the opinion and judgment of the chosen representatives of the people. Mr. Balfour has complained that I did not give him support of what was apparently a hypothetical vote of censure, the materials in advance from which he could ascertain whether his hypothesis was well founded or not. But the only point he raised in the motion is this—whether under the circumstances in which we stand, with the Veto Bill twice approved in principle, once approved in all its details by the electors, passed through the House by continuous and overwhelming majorities, and now met in the House of Lords by so-called amendments, which are really changes fundamental in character and fatal to its purposes, whether it is not the constitutional duty of the Ministers of the Crown to advise the Crown, if the Lords refuse to give way, to use its prerogatives of creation in order to carry out the will of the people? Mr. Balfour has asked me when the advice was given. The answer is, it was given in regard to the existing situation when a situation had arisen from which no other Constitutional outlet was possible. It was given and accepted in reference to that situation and it is by a review of that situation, how it arose, what it involves, that the question must be answered as to whether or not the advice was warranted and justified. But when I say that the advice was tendered in view of existing circumstances, it must be clearly understood that I do not mean in the least to convey that there had not been previous communications, as events developed, between the Sovereign and his Ministers on the subject. As it is desirable that there should be no mystery or misunderstanding over a perfectly simple and correct transaction, I may be allowed to say that at the King's strong desire, and, therefore, of course with his expressed permission, I am able to disclose the communications which have hitherto been treated both by the King and his Ministers as confidential.

To make matters clear, I must go back to April 9th, 1910, when the so-called Veto resolutions had been approved by large majorities in the House of Commons and the Parliament Bill founded thereon had been introduced. King Edward was then on the throne and I ask the House to remember that there was every reason to believe that his life and reign would be prolonged. It was notorious that our resolutions, as carried in this House and which were shortly to come before the House of Lords, that they would be laid aside or rejected there. The majority inside and outside the House were beginning to ask, not unani-

It was in these circumstances that on the 13th of April, 1910, after careful consultation with my colleagues, in language approved by them and communicated to the King, who was abroad, that I used these words in the House of Commons:—"If the Lords fail to accept our policy and decline to consider it as formally presented to them, we shall feel it our duty to immediately tender advice to the Crown regarding the steps which will have to be taken if that policy is to receive statutory effect in this parliament. What the precise terms of that advice would be of course it would not be right for me to say, but if we do not find ourselves in a position for receiving an answer that statutory effect shall be given thereto in this parliament, we shall then either resign or recommend a dissolution."

Here came the important words, "Let me add this, that in no case will we recommend a dissolution except on such conditions that will secure that in the new Parliament the judgment of the people, as expressed at the election, will be carried into law." That is very plain language, which represents the deliberate policy of the Government and was so understood and accepted at the time, not only by our friends but by our antagonists. That policy was announced by me to the country. That is the only observation I have to make in reply to what I think was an unhappy reference by Mr. Balfour to the New King.

That policy was announced by me as the head of Government while I was still King Edward's Minister. Within a month his reign was prematurely and most unexpectedly ended. A political truce followed, and for the best part of six months of honest, continuous and well-inspired agreement that experiment finally broke down in an endeavour made by the leading representatives of both parties in the State to arrive at a settlement by the early part of November. We then reverted to the situation as it stood in April. What was the first question which we as Ministers had to determine? Was it whether we should continue in the then existing Parliament, or advise a Dissolution? Having regard in both cases to my declaration of the preceding year, under the circumstances and after the fullest consideration, we thought it right to advise a Dissolution. Nearly a year had passed since the General Election, we were in a new reign, there had been much discussion of the question at issue, and moreover our plan was actually formulated in the shape of a Bill. On the whole it appeared to us that the arguments for a Dissolution were overwhelmingly strong, but we clearly opined at the same time that it would be neither honourable nor justifiable to go into an election blindfold. In the first place, there was my deliberate pledge given to the Commons in the name of my colleagues and the Government. That pledge I read a moment ago.

(Continuing, the Premier said:—A great many hard words are being used about me. I do not mind in the least. Harder words would have been used, words which I should have minded, if after a declaration of that kind my colleagues and I, with thousands and millions in the country who reposed their trust in us, had been false to our trust. We would have been rightly accused of what I see I am accused by the orators and pressmen of the Opposition—treachery and trickery. I might rightly have been accused of both treachery and trickery had I, under those conditions, gone into Dissolution without any understanding.

Now I return to the real question raised by the motion—it is or it is not, unconstitutional in the existing circumstances for the Executive to advise the Crown to be ready to exercise its prerogative for the purpose of passing the Parliament Bill. That question admits of only one answer. The circumstances are unique and far stronger than the circumstances of 1833 of which Mr. Balfour seems to have a very nebulous historical view. The reform Bill was only once before the electorate. We are defrauded her with a Bill which has been twice before the electorate—in all its main principles in January and in all its details in December.

(The remainder of the Premier's speech had not come through up to the time of going to Press.—Ed. 6 M.)

COMPANY MEETING.

Hongkong, Canton and Macao
Steamboat Co., Ltd.

The ninth ordinary half-yearly meeting of shareholders of the Hongkong, Canton and Macao Steamboat Co., Ltd. was held at the office of the Company, Hotel Mandarin, to-day.

Mr. F. L. Fuhrmann presided and there were also present—Hon. Mr. C. H. Ross, Messrs. F. A. Gomes, C. Lenzmann, H. A. Siebs, F. Lieb, F. H. Armstrong, G. Friendland (directors), W. Clarke (secretary), Dr. J. W. Noble, Messrs. J. M. E. Machado, A. Macdonald, T. F. A. Bunn, A. H. M. da Silva, J. W. Wiser, and Sui Koo.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen.—The report and statement of accounts having been put in your hands for the usual period, will you, with your permission, take them as read. The result of the half year's working under review will, we hope, be considered very favourably by the shareholders, and we trust that the proposed appropriations of funds will meet with your approval.

Turning to the balance sheet, you will notice a fair improvement in the net earnings of steamers compared with 1st and 2nd half of 1910. This increase is partly due to economies effected and to the abnormal passenger traffic from Canton during April and May owing to the political disturbance in that city.

These events, disastrous as they were at the time, did not in any way adversely affect the Company's business. Latterly the traffic became quite normal, and we hope, with continued peace and prosperity, for a further increase in our carrying trade.

You will remember in the speech of my predecessor in the chair at our general meeting in February 1910, your attention was drawn to the increased tonnage freight and passenger traffic with Macao. Since we last met, the energetic Sir George of that colony has started a practical scheme for dredging the approach to the port, and other improvements. When the scheme is completed the former prosperity of the Colony returns. I have no doubt that this Company will share in the general improvement in trade. One other matter I should like to mention, and this is the possible effect of the opening of the railway for through traffic between Hongkong and Canton, will have on our business. Shareholders would probably like to know the views of your Board on this important matter and, in making this statement, I voice the opinion of my colleagues that, without being too optimistic, I think the shareholders of the Company have no need to fear any general adverse effect from these new competitors.

Mr. Wedgwood has asked me a question regarding the declaration I made on April 14th. That declaration, the language of which was carefully examined by our friends now and did then the intention of the Government. I may say at once, and I am quite sure members on both sides will recognise the justice and I hope the consciousness of my position, when I decline altogether and shall continue to decline to make any statement regarding the advice I may have given or may hereafter give as a responsible Minister to the Crown, that the King stands aloof from all political and electoral conflicts, and it is the duty of all His subjects and Ministers to maintain and secure his absolute detachment from the arena of party politics. I hope any friends I have sufficient confidence in the Government to be content with that statement.

What was the alternative? We might have resigned. If we had resigned, the King would undoubtedly have sent for the leader of the Opposition, who might, not have undertaken the responsibility of forming a Government. If he did, we might have said as they were then, "We do not know whether the election would not have resulted in a little deadlock

and any shareholder require any further information, I shall have much pleasure in answering any questions.

There being no questions, the Chairman proposed the adoption of the report and statement of accounts as presented. This was seconded by Mr. Bunn and carried.

Mr. Macdonald proposed and Mr. Denison seconded the re-election of Messrs. F. A. Gomes and R. Fuhrmann, as Directors.

Carried unanimously.

It was proposed by Mr. Bunn and seconded by Mr. Macdonald that Messrs. A. O. D'Gourdin and W. H. Potts be re-elected auditors for the ensuing half year. Carried unanimously.

The Chairman—That concludes the business of the meeting, gentlemen. Dividend warrants are now ready and may be obtained upon application. Thank you for your attendance.

THE S.S. EMPIRESS OF CHINA.

Further Details of the
Grounding.

The Japan Times of July 28th, says:—The Choshi Wireless Station was in receipt yesterday morning of a message from the Emperor of China reporting that the steamer had stranded off Mura, near the entrance to Tokyo bay early yesterday morning.

The Empress of China (3,074 tons) was on her way to Yokohama from Vancouver and was to make the port yesterday.

The Nippon Yusen Kaisha having received a wireless message from the steamer asking for the dispatch of a rescue ship, at once sent the Matsuyama Maru to the scene of the disaster.

According to reports from the steamer, she was overwhelmed by a violent storm off Hinazan, Rikuzen, on her way to Yokohama, and continued her voyage, striking the rocks against the rough seas and stormy weather, and was stranded off Mura point, about midway between the Nujimaki lightships and Sunosaki point, at 6 o'clock in the morning.

A later report says that there is no fear of the steamer becoming a wreck. Her passengers were all landed at Shirahama and the hull was expected to be refloated at high tide yesterday afternoon with the help of the Matsuyama Maru which was despatched for her relief. Passengers, crew, and cargo are all safe. All main masts were removed to a steam-boat specially fitted out by the Yokohama Post Office.

The steamer was carrying 30 cabin and 100 steerage passengers, and 4,500 tons of cargo.

Mr. W. T. Payne, Manager of the Yokohama branch of the C. P. R. Co., and Mrs. Payne and Mr. E. E. E. chief of the New York branch of the Mittel-Bussan Kaisha, were among the passengers.

The last news at hand says that the Empress of China was about half out of the thick fog and ran on a reef about two miles of Mura. Seeing the catastrophe, fisherman immediately went to her assistance in some fifteen boats and landed the passengers and the mail in safety.

The Minister of the Navy wired at eight o'clock in the morning to the cruiser Asa of the Training Squadron on the way to Yokosuka to hasten to the scene. The small matter and part of the cargo were carried by a steamship to Yokohama.

The stranded steamer sustained severe damage to the bottom and she cannot be moved at present without sinking. The damage are such that it will take three months for repairs.

The spot where the Empress ashore is known as Matsuzaki, near the Nishina light outside Tokyo Bay, and is not far from the spot where the ill-fated Dakota downed her.

The Japan Gazette says that as far as can be gathered from the scene of the wreck, the vessel was steaming very slowly at the time of the accident, and the impact was not severely felt by the passengers.

The severe gale of Tuesday night and Wednesday morning was felt, the waves being about twenty feet high, but the Empress weathered it in a very steady manner, and on Wednesday afternoon the weather cleared and the sun shone through all on board were congratulating the ship's officers on navigating the vessel safely through the storm, and all were looking forward to reaching Yokosuka on Thursday morning.

At about half-past five the passengers noticed the vessel was steaming "dead slow" and somewhere about six o'clock it ran aground. Among the cabin passengers there was no excitement, but among the steerage passengers there was some alarm for a few minutes. The Captain and officers did their best to allay all fear, and to assure all on board that there was no danger.

On arriving on deck the passengers found a dozen dogs enveloping the neighbourhood, but within half-an-hour this suddenly lifted, and then it was seen that the vessel was ashore on a ledge about four hundred yards from the beach, the bow pointing shorewards. As soon as the fog lifted, and the position of the vessel was seen from the shore of Shirahama, the fisherman put off in small boats, and in these the passengers were landed and taken ashore. The passengers were landed and taken ashore, the passengers were conveyed to a primary school and then to a Japanese temple in the village, where everything was done by the ship's officers for their comfort, while the steerage passengers were accommodated at various houses.

The largest makers of high-class hoses in the world.

Write for sample no. 22.

MERRYWEATHERS, 63, Long Acre, London, W.C.

COMPANY REPORT.

The Hongkong Hotel Co., Ltd.

The report of the Board of Directors of the above company, to be presented at the annual meeting, is as follows:—

The directors beg to submit their report for the half-year ended 30th June, 1911.

ACCOUNTS.

The profit on Working Account amounted to \$105,068.39, as compared with \$88,069.10 for the corresponding period of 1910, being an increase of \$16,999.29.

The Profit and Loss Account, including the sum of \$120,83 brought forward from last half-year, shows a credit balance of \$61,201.81, which the directors recommend should be apportioned as follows:

To pay a dividend of \$3.00 per share on 12,000 Old Shares, \$30,000.

\$1.50 per share on 8,000 New Shares, 12,000, \$48,000.00.

To transfer to Repair and Renewal Account \$10,000.00.

To write off Furniture and Fixtures \$11,481.80.

To carry forward to New Account \$17,740.51.

DRAWDOWNS \$91,201.81.

The Hon. Mr. Osborne has been granted leave of absence. Dr. J. W. Noble, selected by rotation, but offers himself for election.

The Hon. Mr. Osborne.

In the absence of Mr. H. U. Jeffreys the accounts have been audited by Messrs. A. E. Lowe, C. A. and A. O. D'Gourdin.

Messrs. H. U. Jeffreys and A. E. Lowe offer themselves for re-election.

The Hon. Mr. Osborne.

The Hon.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

STEAMERS	TO SAIL	REMARKS	
SHANGHAI, MOJI, KORE, SARDINA	About 10th Aug.	Freight and Passage.	
London & ANTWERP	Capt. C. C. TALBOT, R.N.R.		
via SYRIA, PANG, CALPO	10th Aug.	Freight and Passage.	
PORT SAID & MARSAILLES	Capt. R. A. PERIN		
SHANGHAI	ARCADIA	About 17th Aug.	Freight and Passage.
LONDON, via USUAL POETS	DEVANHA	Neon, 19th	Freight and Passage.
SHANGHAI, MOJI, KORE, SUNDIA	Capt. H. POWELL	August	Freight and Passage.
SHANGHAI, MOJI, KORE, SUNDIA	Capt. H. G. EVANS, R.N.R.	24th Aug.	Freight and Passage.

E. A. REWETT, Superintendent.

P. & O. S. N. Co's Office.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

SUMPTUOUS LINE.

Between China, Japan and Europe via Canada and the United States, sailing at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria, Vancouver, B.C.

R.M.S. "MONARCH" calls at MOJI instead of Nagasaki.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER.

61 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 1 DAY OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:

EMPEROR OF BRITAIN

FRIDAY, 8th Sept.

ALLAN LINE

FRIDAY, 22nd Sept.

EMPEROR OF INDIA

SATURDAY, 2nd Sept.

MONTEAGLE

SATURDAY, 2nd Sept.

EMPEROR OF JAPAN

SATURDAY, 2nd Sept.

EMPEROR OF CHINA

SATURDAY, 14th Oct.

EMPEROR OF INDIA

SATURDAY, 4th Nov.

Ex press Steamships leave Hongkong at 6 p.m. and Montague at 12 noon.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the latest wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express

train and at Quebec with a Canadian Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 22 knots, and are provided a second to none of the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also to the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York

(including all Expenses and Berth in Sleeping Cab while crossing the American Continent by Canadian Pacific direct Line). £110.

Passenger for Europe have the option of going forward by any Trans-Atlantic

line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through passengers are allowed "Stop Over" privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers

(named Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class, on Atlantic.

Via Canadian Atlantic Port £45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KORE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMERS TONS CAPTAIN TO SAIL

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of freight and further information communicate with or apply to

FRED J. HALTON, Agent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the

United States of America and Canada, also to the Principal Ports in Mexico, Central

and South America.

For Steamers Tons Leaves

VICTORIA, B.C. & TACOMA via TACOMA MARU, 6178 Wednesday, 9th Aug., 1911.

Kobe, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama.

VICTORIA, B.C. & TACOMA via SEATTLE MARU, 6182 Wednesday, 6th Sept., 1911.

Kobe, Shanghai, Kobe, Yokohama, Shimizu & Yokohama.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDESHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For Steamers Leaves

ANPING, via SWATOW & SOSHU MARU, THURSDAY, 10th Aug., at 10 a.m.

AMOY

TAMSUI SWATOW & AMOY DAIJI MARU, SUNDAY, 13th Aug., at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co's local Branch Office at Second Floor No. 1, Queen's Buildings.

S. HIROI, Manager.

For further Particulars, apply to

Shipping

U. S. MAIL LINE.

PACIFIC MAIL S. S. COMPANY.

SEMI-TROPICAL ROUTE

Only line taking the warm Southern Route across the Pacific via PEGU, OSAKA, etc., the most fertile and beautiful island of the Pacific.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS SAILING DATES

KOREA 19,000 Tons FRIDAY, 11th Aug., at 1 p.m.
SIBERIA 18,000 " SATURDAY, 22nd Aug., at 1 p.m.
MANCHURIA 27,000 " FRIDAY, 28th Aug., at 1 p.m.
MONGOLIA 27,000 " SATURDAY, 29th Aug., at 1 p.m.
KOREA 18,000 " FRIDAY, 12th Sept., at 1 p.m.
SIBERIA 18,000 " SATURDAY, 13th Sept., at 1 p.m.
MANCHURIA 27,000 " FRIDAY, 18th Sept., at 1 p.m.
MONGOLIA 27,000 " SATURDAY, 19th Sept., at 1 p.m.

Twins Screws. — Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The a.s. KOREA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on FRIDAY, the 11th August, at 1 p.m.

Fares: Hongkong to London £71, 10s. Return six months £130, 21s. including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia; to European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & U.S.H. Services, U.S. Consul General, Censuses and Vice-Consuls stationed in the Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

For Freight or Passage, apply to

Shipping

INDO-CHINA STEAM NAVIGATION CO. LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS SAILING DATES

SHANGHAI, KOBE AND FOOKIANG WEDNESDAY, Aug. 9, at Noon.
SINGAPORE, PENANG & KUTSANG WEDNESDAY, Aug. 9, at Noon.
MANILA LOONGSANG SATURDAY, Aug. 12, at 2 p.m.
SANDAKAN MAUSANG SATURDAY, Aug. 19, at Noon.
MANILA YUENSANG SATURDAY, Aug. 19, at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers KUTSANG, NAMPO and FOOKIANG leave about every 3 weeks for Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric.

A duly qualified Surgeon is also carried.

Steamers have ample accommodation for first-class Passengers, and are

fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Kudat, Lahad Datu, Simponia

Tawau, Uluau, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO. LTD.

General Managers.

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CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS SAILING DATES

HOIHOW & HAIPHONG SUNDAY, Aug. 9, at 10 a.m.
MANILA, CEBU & ILOIO TAIWAN, Aug. 9, at 2 p.m.
SHANGHAI LINAN, Aug. 10, at 4 p.m.
WEIHAIWEI & TIENTSIN CHIUCHOW, Aug. 11, at 4 p.m.
SHANGHAI CHINHUA, Aug. 12, Midnight.
MANILA, ZAMBOANGA and USUAL TAIWAN, Aug. 17, at 4 p.m.

AUSTRALIAN PORTS

DIRECT SAILINGS TO WEST RIVER Twice Weekly.

S.S. LINTAN and S.S. SANJUAN

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light

throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REMOVED FARES.

Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tsun" & "Taming". Saloon accommodates 160 passengers; Electric Fans fitted; extra state-rooms on deck, aft.

IMPROVEMENTS OF a.s. "Taming" are made on deck, aft.

SHANGHAI LINE. EAST SCHEDULE TWIN SCREW STEAMERS.

(S.S. "Ahui", Chenn, Linan, Chiuchow) with excellent passenger accommodation.

Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARES: £45.00 Single. £80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE AGENTS.

Telephone No. 36.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAM

TUESDAY, AUGUST 8, 1911.

THE CHINA MAIL.

8

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISH &c.

THROUGH TICKETS ISSUED TO NEW YORK.

STEAMERS TO COLOMBO

Leaves HONGKONG Connection Steamers from COLOMBO to MARSEILLES and LONDON

Tons Due PLYMOUTH (Brindisi London) 2 days earlier 1 day later

Steamer Tons Tons Sunday, Saturday

DEVANHA 8000 Aug 19 MORE 11000 Sept 17

ARCADIA 7000 Sept 9 MONGOLIA 10000 Sept 30

DELTA 8000 Sept 10 MOCTAN 10000 Oct 14

ASSAYE 7500 Sept 14 MALWA 11000 Oct 23

DELHI 8000 Sept 14 CHINA 8000 Nov 11

DEVANHA 8000 Oct 23 MACEDONIA 10000 Nov 25

ARCADIA 7000 Nov 11 MARMORA 10000 Dec 9

DELTA 8000 Nov 23 INDIA 8000 Dec 23

Passengers change steamers at COLOMBO, and those for BRINDISH transfer also to the Express Mail Steamer to PORT SAID.

Accommodation in the connecting steamer from COLOMBO is definitely reserved in HONGKONG at time of booking.

FARES TO LONDON (including Surtax).

1st Saloon £71.10 Single £106.14 Return

2nd " 243.8 " 272.12 "

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSPORT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
TONNAGE	about 1911	about 1911
SYRIA 6800	August 9	September 24
TORE 6700	August 23	October 8
SARDINIA 6500	September 20	November 5
BUNDA 4700	October 4	November 17
SUMATRA 4600	November 1	December 14
MALTA 6000	November 15	December 28

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and MARSEILLES.

FARES TO LONDON (including Surtax).

1st Saloon £65.00 Single £82.10 Return

2nd " 238.10 " 257.4 "

For further particulars apply to

E. A. HEWETT,

Superintendent

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STEAMERS CAPTAIN TO SAIL

SHANGHAI, KOBE AND POLYNESIEN, BRUNO. Aug. 14, about 8 P.M.

YOKOHAMA ROSATI. Aug. 15, at 1 P.M.

MARSEILLES, VIA PORTS, YARRA.

TRANSSHIPPING ON THE CO'S STEAMERS AT SINGAPORE, FOR BALEVIA, AT COLOMBO, CALCUTTA, BOMBAY AND AUSTRALIA, AT PONT SAID FOR THE LEVANT, CONSTANTINOPLE AND BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10, 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGH-CLASS, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS CAPTAIN LEAVING

HATTAN Capt. J. S. Roush TUESDAY, 8th Aug. at 1 P.M.

HATMUN Capt. A. H. Stewart FRIDAY, 11th Aug. at 1 P.M.

HAICHING Capt. W. C. Passmore TUESDAY, 18th Aug. at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

Steamers will arrive at, and depart from, the Company's Wharf, near Blake Pier.

During the months of JULY and AUGUST, RETURN TICKETS will be issued at a reduction of 20% on the usual rate to FOOCHOW.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

PHILIPPINES STEAMSHIP CO.

For Freight or Passage, apply

Shewell, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO VANCOUVER, B.C., SEATTLE & PORTLAND (Or.), via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	TONS	CAPTAIN	ON OR ABOUT
ORTERIC	11,000	JAS. FINDLAY	9th August
SUVERIC	11,000	F. CONWAY	22nd August
KUMERIC	11,000	G. MC GILL	29th September

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most comfortable Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

Will call at AMOY and KIULUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

TERPHONE NO. 730. KING'S BUILDING, PRAYA CENTRAL.

NEXT SAILING.

FROM HONGKONG. FROM COLOMBO.

22nd July connecting with s.s. Katanga 12th August.

For Rates and further information, apply to

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

Hongkong, April 1, 1911.

447

PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA.

End August. End September.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

Hongkong, July 1, 1911.

447

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on through Bills of Lading from HONGKONG to River Plate Ports transhipping to Conference-Weir Line steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA.

End August. End September.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

Hongkong, February 5, 1911.

184

AUSTRALIAN COAL.

STOCKS OF THE FINEST STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivery or ex Godown, apply to

THE BANK LINE, LIMITED.

King's Building, (Fourth Floor).

Hongkong, April 4, 1911.

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ORDDEUTSCHER LLOYD, BREMEN.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

HEAD OFFICE FOR THE FAR EAST: 16, DES VŒUX ROAD, CENTRAL, HONGKONG.

SHANGHAI, 2-3, FOOCHEW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS issued to EUROPE by the principal STEAMSHIP LINES on TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

HEAD OFFICE—LUDGATE CIRCUUS, LONDON, E.C.

Hongkong, April 4, 1911.

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IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGIERS, LUTZOW, Capt. J. Bortfeld. WEDNESDAY, 9th Aug., at Noon.

GIBRALTAR, SOUTHAMPTON, (Capt. J. Bortfeld) (17,300)

TON, ANTWERP & HAMBURG.

SHANGHAI, NAGASAKI, PRINZ LUDWIG, Capt. F. von Binsen. WEDNESDAY, 9th August.

KOBÉ & YOKOHAMA. (18,300)

MANILA, YAP, MARONN, SAMA, PRINZ WALDEMAR, RAI, NEWGUINEA, BRISBANE, Capt. F. Isecke. SATURDAY, 12th Aug., at 4 p.m.

SYDNEY & MELBOURNE.

JESSELTON, BORNEO, KUDAT AND SANDAKAN, Capt. F. Sembill. (5,000) Middle of August.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further particulars apply to

Norddeutscher Lloyd.

MELCHERS & CO.,

General Agents, Hongkong & China.

ON SALE AT THE CHINA MAIL OFFICE.

GENTS' WASHING BOOKS. Useful to Bachelors. Price 30 cts.

SAM-TZ-KING: The Tri-Metrical Classic. 30 cts.

A HISTORY OF UNION CHURCH. \$1.00.

SIR ROBERT HART'S MEMORANDUM. A Series of Articles on Sir Robert Hart's Scheme for the Improvement of China. 20 cts.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether due to the brain, the spinal cord, or the nerves and muscles, and bodily prostration, want of confidence, general debility, etc. It can settle to nothing, irritability of temper, loss of vitality, head and digestive disturbances, rheumatism, neuralgia, sciatica, rheumatism, night-sweats, miliary, high-colored water, etc., and the many different phases of brain and nerve weakness and exhaustion, which are met with in every portion of the system. It has health and strength giving properties, which can only be found in the system generally. It gives tone to the exhausted nerves, and gives vigour to those who had no strength, restores the failing energy of the brain and nerves, and vivifies the system. It is a great stimulant, and a powerful nerve tonic. Bottles Price 2s. 6d.

VETARZO REMEDIES. CO. (GENERAL) LTD., LONDON. The Company is engaged in the manufacture of VETARZO REMEDIES, CO. (GENERAL) LTD., LONDON. The Company is engaged in the manufacture of VETARZO REMEDIES, CO. (GENERAL) LTD., LONDON. The Company is

MacEwen
Frickel & Co.

Importers of
Wines and Spirits,
etc., etc., etc.

GIN

The following lines
in Gin are stocked by

Gilbey's Old Tom
\$13.50 Per Case.

Gilbey's London
Dry - \$13.50 Per Case

Gilbey's

Plymouth -
\$16.50 Per Case.

Coate's Plymouth
\$16.50 Per Case.

Wolfe's Schnapps
\$18.00 Per Case.

Bols' Gin
\$23.50 Per Case.

Beuker's Schie-
dam (Cock
Brand) \$18.50 per case.

(of 15 Flasks, 4 Imp. Galls.)

Hulstkamp's Old
Schiedam

12 Stone Jars
(2 Galls)...\$16.00 per case.

12 Stone Jars
(24 Galls)...\$19.00 per case.

24 Stone Jars
(24 Galls)...\$20.00 per case.

The whole of the above
bottled in Europe.

MacEwen, Frickel & Co.,

4, DES VŒUX ROAD.

To-day's Advertisement

A. S. WATSON & CO., LTD.
ESTABLISHED A.D. 1841.
AERATED WATER MANUFACTURERS.

NOTICE.

We beg to inform our Customers
and the Public generally that
We have Removed our Aerated
Water Factory

FROM DES VŒUX ROAD CENTRAL TO

Our New Factory at North Point.

We have opened a Central Depot in Connaught Road Central
(opposite Stone Wharf) where all local orders will be executed.

A. S. WATSON & CO., LIMITED.

Hongkong, August 8, 1911.

1016

THE BIG SHOW

FILLIS'

Great European Circus.

GRAND OPENING
FRIDAY, August 11th,

AT THE

VICTORIA SKATING RINK
opposite Central Market, Hongkong

ONE WEEK ONLY.

Monster Programmes and Sensational
Events will take place
every evening.

POPULAR PRICES.

Booking Plan at ROBINSON
PIANO CO.

D. B. MCPHERSON,
Manager.

Hongkong, August 8, 1911. 1014

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.25 per Share,
declared at the ORDINARY HALF-
YEARLY MEETING OF SHARE-
HOLDERS, held this Day, will be PAY-
ABLE at the Hongkong and Shanghai
Banking Corporation, on and after TUES-
DAY, the 8th August, 1911.

Shareholders are requested to apply to
the Office of the Company for Warrants.

By Order of the Board of Directors,

W. E. CLARKE,
Secretary.

Hongkong, August 8, 1911. 1013

Just Unpacked.

A Fresh Consignment of
Colgate's Handkerchief Per-
fumes and Toilet Waters, and
also a fresh lot of Ed. Pinaud's

Eau de Cologne and Eau de
Quinine in different varieties
and sizes.

A TRIAL EARNESTLY SOLICITED.

H. BUTTONJEE & SON

38 & 40, QUEEN'S ROAD CENTRAL

NOTICE.

IN accordance with the Provisions of
No. 104 of the Articles of Association
the General Managers have this day declared
an INTERIM DIVIDEND for the
half-year ended 30th June, 1911, of TWO
DOLLARS PER SHARE.

DIVIDEND WARRANTS may be
obtained on application at the Office of the
Company on and after WEDNESDAY,
16th instant.

The TRANSFER BOOKS of the
Company will be CLOSED from the 10th inst.
to 14th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, August 7, 1911. 1008

HONGKONG ICE COMPANY, LTD.

NOTICE.

THE Steamer
YEDDO, having arrived, Consignees of cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and
Valuables, are being landed and stored at
their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Ltd., Kowloon, and West Point Godowns,
where delivery may be obtained.

No claims will be admitted after the
Goods have left the Godowns, and all goods
remaining undelivered after the 14th inst.,
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns where they
will be examined on the 14th inst., at
9.30 A.M.

All claims must reach us before the 17th
of August, 1911, or they will not be re-
cognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the Undersigned.

OLOF WIJK & CO.,
CHINA AGENCIES AKTIEBOLAG.
Agents.

Hongkong, August 8, 1911. 1011

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP SATSUMA.

FROM NEW YORK.

CONSIGNEES of cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns of
the HONGKONG AND KOWLOON WHARF AND
GOODS CO., LTD., at KOWLOON, whence
and/or from the Wharves delivery may be
obtained.

No claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 10th inst.,
will be subject to rent.

All claims against the Steamer must be
presented to the Undersigned on or before
the 1st prox. of they will not be re-
cognized.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 14th inst., at
2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODD WELL & CO., LIMITED.
Agents.

Hongkong, August 8, 1911. 1012

CHAMBERLAIN'S COLIC, CHOLERA
AND DIARRHOEA REMEDY.

THIS is unquestionably the most
useful preparation that has ever been
made for bowel complaints. Diarrhoea,
colic and pains in the stomach
are quickly cured by it. It can always be
depended upon even in the most severe
and dangerous cases. In almost every
neighbourhood there is someone whose life
has been saved by it. For sale by all
Chemists and Storeskeepers.

To-day's Advertisement

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

STEAM FOR

SHANGHAI, NAGASAKI, KOBE &

YOKOHAMA.

THE Steamer

PRINZ LUDWIG.

Captain F. von Lützen, will leave for the
above places YU-MUK-O-W (WEDNES-
DAY), the 9th inst., at 11 a.m.

For further particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, August 8, 1911. 1017

STEAMERS PASSED SUZU CANAL.

OUTWARD BOUND.

July 14, Brahma, Kintu, Myrmidon,

Peducor, Sardina, ".

July 18, Bengal, Weda Prince, "

July 21, Idemoces, Karo Maru,

Polymer, "

July 25, Glenes, Laertes,

July 28, India, Rhenish,

Aug. 4, Amemnon, Aki Maru,

Astern, Austria, Calidonia, Dundiane,

St. Patrick.

HOMeward Bound.

July 1, Sumatra, "

July 1, Afghan Prince,

July 28, Soudan, "

August 1, Antiochus, Ceylon, Daire

Car, Nederlands, "

August 4, Sironic, York

ARRIVALS AT HOME.

Aug. 4, Anna Maria, Mackay,

Afghan, "

STEAMERS EXPECTED.

Arrivals.

The F. M. S. S. Co.'s s.s. Siberia from

San Francisco sailed from Yokohama

on Aug. 8th en route to Hongkong

and is due to arrive at this port on

August 18th.

The P. M. S. S. Co.'s s.s. China sailed from

San Francisco on July 28th en route

to Hongkong, via Honolulu, Yokohama,

Kobe, Nagasaki and Shanghai, and

is due to arrive at this port on

the 29th August.

Other Vessels.

The P. & O. S. N. Co.'s s.s. Sardinia left

Singapore for this port on the 4th

August, at 6 a.m., and is due to arrive here

on the 9th August, at about 8 a.m.

The Indo-China S. N. Co., Ltd.'s s.s.

Laiang left Calcutta for the Straits

and Hongkong on the 28th July, and

is due here about the 13th August.

The A. & O. Line's s.s. W. Prince from

New York, left Sabang on the 4th

August, and is expected here on or

about the 14th August.

Latest Advice.

The Austrian Lloyd's s.s. Vorwärts left

Singapore for this port on the 7th

August, p.m., and is due to arrive here

on the 13th August, a.m.

The O. S. K. a.s. Pionera Maru from

Tacoma left Shanghai for this port on

the 7th August, and may be ex-
pected to arrive here on Thursday,

the 10th August, p.m.

The H. A. L. a.s. Savonia left Daire

on the 7th August, p.m., and may be ex-
pected here on or about 12th August

or p.m.